

LONG RELAY RIDE ENDED.

GENERAL MILES'S MESSAGE IS HERE.

IT REACHED ITS DESTINATION AT 1:05 O'CLOCK THIS MORNING AFTER BICYCLES HAD CARRIED IT THROUGH HUNDREDS OF MILES OF MUD.

A wet, bedraggled wheelman, with mud on his clothes, came on his wheel and mud on his back, came rushing down Broadway early this morning splashing the water in every direction from the puddles. It was H. L. Quick, the last of the small army of wheelmen who for four days have been forwarding a dispatch from General Miles in Chicago to General Howard on Governor's Island. Quick left Tarrytown at 9:41 P. M., and in spite of a patent non-slipping arrangement on his tire, he had such hard work getting through the mud that it was 11:20 P. M. before he reached the city.

Just the other side of that place his two companions, William Campbell and A. B. Rich, broke down, and Quick came on alone except for the escort of a few enthusiastic wheelmen from local clubs who stayed out in the wet to meet him by the way.

From Yonkers to Kingsbridge the going was a little better. Across Washington Bridge there was a momentary relief from mud, and the Eleven-thave, roadbed proved that it could be depended on even after a week's rain-storm. In the Boulevard, below One-hundred-and-twenty-fifth-st., the mud began to fly again, but on the pavement, the route down Broadway was hard but slippery, and Quick reached his journey's end at 1:05 o'clock this morning.

The run down from Albany was made with little loss of time, but the difficulties were too great to permit the making up of any of the nine hours before reaching Albany. The message left Poughkeepsie at 4:25 P. M., Peekskill, 7:04; Sing Sing, 8:48; and Tarrytown, 9:41. On the last relay, coming into Tarrytown, Harry Evenden, who was carrying the dispatch, fainted on his wheel. His companion, George C. Smith, seized it and pushed forward, leaving Evenden to recover as best he could. At Tarrytown William Campbell took the message, and accompanied by A. B. Rich and H. L. Quick, pushed on down to New York.

A hundred riders had shared in the undertaking of carrying the bit of paper from General Miles in Chicago to the hands of the military aide who waited at No. 21 Park Row. From Lumsden, the first rider who bore it away from the steps of the Pullman Building, to Quick, who came rushing down over the slippery Broadway pavement this morning, at long succession of "crack" riders had struggled along through darkness and dampness, covered with mud, drenched to the skin, but forgetful of everything except the firm determination to pedal, pedal, pedal, until their part of the journey was accomplished. Sometimes they spun along at a three-minute gait, as did Charles Dornette, who rode nine miles in thirty-one minutes and in the dark at that, sometimes ploughing through a slough of despond and mud at an ox-team's pace, sometimes compelled to leave the machine mired and broken, and run on foot to the next relay, occasionally compelled to swim a river where the swollen floods had carried the bridge away.

Broken sprocket chains, bent pedal pins, buckled wheels and punctured tires were some of the incidents of the race against time, thanks to the unprecedented and altogether execrable weather encountered. While leaves and bridges were going down and railroad companies were posting orders along their lines to look for wheelmen, the wheelmen stuck to their task, plugging and sliding along that apology for a highway, the American country road.

One of the things which the undertaking was to illustrate was the general depravity of American roads, and this it most certainly accomplished, when compared with similar European feats. One man, G. P. Mills, last year rode a bicycle 875 miles from John O'Grady's to Land's End in a little over four days, about the time it has taken 160 men to accomplish this thousand-mile ride.

France furnished another contrast last week, when Stephanie rode over mountains and plains from Bordeaux to Paris, 358 miles, in thirty-five hours. Another thing which it has proved is the absolute untrustworthiness of the American climate. The managers of the race consulted weather reports as far back as the memory of man goes and picked out the present part of the month of May as the one period when the weather was sure to be pleasant, and yet as the affair has turned out they could not have found a worse term of four days if they had searched the calendar through for that third point.

Yet, a third point which has been emphasized by the occurrence is the enthusiastic interest which the rural American takes in any exhibition of speed and endurance. If the stories of the riders are to be believed, the country roads were lined with similar curious throngs who, in some cases, had been waiting for hours to view the "searchers" come in. At Poughkeepsie, the only case of malice being interference occurred. Some foolish stick a knife into the pneumatic tires of both the riders and letting the wind out of them. Other machines were secured, however, and a short delay was the result.

The schedule arranged called for an average speed of ten miles an hour. For the first few stages the men kept well up to the schedule, and sometimes ahead of it. In the middle of the Indiana and Ohio began to clog their wheels, and they fell behind. At Perryburg, 250 miles out, they were six hours and twenty-seven minutes behind. At Cincinnati, 425 miles out, they were four hours and four minutes behind. At Buffalo all lost time had been made up except one hour. But across New-York State Saturday the rains descended and the floods came and beat upon the poor fellows wallowing along their wet and weary way, until they left eight hours and came into Albany at 9:50 o'clock yesterday morning, nine hours ago: five minutes late.

In view of the tremendous difficulties encountered, the completion of the undertaking with the running time made must be regarded as a triumph. It would have been impossible to cover the distance in any such time were it not for the pneumatic inflated tire. Not only has the use of this air-cushion enabled riders to cut their time down nearly to figures of the trotting tracks, but it has enabled them to enable them, in the present case, to ride over roads which would be impassable to machines with solid tires.

ATTEMPTED WIFE-MURDER AND SUICIDE.

Quindry, Me., May 22.—A little old wooden building, No. 280 Water-st., near the Holmes Company's foundry, was the scene of a tragedy last evening which startled the inhabitants of this quiet town. About 10 o'clock, Isaac Parker Talbot shot his wife, then committed suicide. The upper story of the building where the shooting took place is occupied by Mrs. Elizabeth B. Talbot, sister of Mrs. Talbot. One week ago Saturday night Talbot came home drunk and drove his wife and two children from their home. Last night Mrs. Talbot went to her sisters. Talbot came there to see his wife. They talked for awhile in the entry, when Talbot told his wife that he was going away and wanted to give her something, also to ask her a question. She replied: "Have you a gun on you?" "I do not know," Talbot said. "I am going away and you go with me." He immediately fired at her, hitting her in the left side, just below the heart. She ran into the front room. Charles F. Talbot stepped into the hall and fired at her. The bullet missed her. Mrs. Talbot came to the door and Talbot told her to get out of his way, as he did not want to hurt her. She started to close the door, when he fired one shot into the room, nearly hitting his wife's daughter, then turned the revolver toward his body and shot himself, the ball taking effect just

DEEMING PAYS THE PENALTY.

HANGED AT MELBOURNE FOR HIS CRIMES.

ASSERTING HIS INNOCENCE OF THE RAINHILL MURDERS—HIS LAST DAY ON EARTH.

Melbourne, May 23.—Deeming was hanged at one minute past 10 o'clock this morning. Deeming passed Sunday in writing, calmly discussing at intervals his approaching doom. He said he had no intention of making a speech on the scaffold. On Sunday night he thrice swallowed eagerly a small allowance of spirits, after which he slept soundly until he was awakened at 7 o'clock this (Monday) morning. Then for the first time since his arrest, the manacles on his wrists were removed, and, smoking a cigar, he conversed with those around him. He declared that he was resigned to his fate and had no fears in regard to the future. To the governor of the prison he said that he had made his peace with God.

He persisted in denying that he was guilty of the Rainhill murders. He had never, he declared, lost his self-control in England as he had since his arrival in Australia. He expressed gratitude to the governor and all the prison officials for the consideration they had shown him, and also to Mr. Lyle, his counsel, and to all concerned in his defense. He said he thought he would not flatter or make any scene on the scaffold.

A few minutes before the time set for the execution, Deeming was allowed to have a glass of brandy, which he swallowed at a gulp, and he was told that he might have more if the prison doctor so ordered.

The doomed man was then led to the gallows and in a few moments all was over. The drop was seven feet.

The execution was witnessed by a large gathering, including Government and civil officials, magistrates, police and clergymen. There was an immense crowd outside the prison from an early hour in the morning until long after the execution was over. Order was maintained by a strong force of police.

When weighed early this morning, Deeming turned the scale at 143 pounds, which is fourteen pounds less than he weighed when admitted to the prison.

ONE HUNDRED AND TWENTY DROWNED.

LOSS OF A BRAZILIAN TUGBOAT OFF CAPE SANTA MARIA.

London, May 22.—A dispatch from Montevideo says that the Brazilian tugboat Solimoes, was wrecked off Cape San Maria, near the mouth of the Rio de la Plata, while on her way to Matanzas, and that only 120 men were saved, 120 being drowned. The tugboat Solimoes was one of the vessels sent by the Brazilian Government to the State of Mato Grosso, Captain Castrol was drowned.

THE KHEVIVE MADE A KNIGHT OF THE MATH.

London, May 22.—The Queen has conferred the decoration of Knight of the Order of the Bath upon the Khedive of Egypt.

TO ATTEND THE DANISH GOLDEN WEDDING.

London, May 22.—The Prince and Princess of Wales have started for Copenhagen to attend the golden wedding of the King and Queen of Denmark. The King and Queen of Greece have already arrived in Copenhagen.

ELECTIONS IN BELGIUM.

Brussels, May 22.—Elections were held in Belgium today to replace one half of the members of the provincial councils whose terms are about to expire. The changes resulting are not sufficient to affect the respective majorities of the different parties.

THOSE FOUR DIETS DIDN'T TAKE PLACE.

Paris, May 22.—Roulez, the man who was alleged to have fought duels with four different men on Wednesday last, now admits that the story was a hoax, and that the Paris papers and the Havas News Agency were imposed upon. Senator Ranc, Editor of the newspaper "Le Paris," has challenged Roulez to a duel.

SUPPOSED DROWNING OF A FOOTBALL TEAM.

Melbourne, May 22.—An open boat in which fifteen members of a football team were being taken across the Bay of Port Phillip by two fishermen has been found bottom up, and all are supposed to have been drowned.

A LONG AND CLOSE OCEAN RACE.

THE ALASKA AND AURANIA CROSS THE OCEAN IN SIGHT OF EACH OTHER.

Two steamships of about the same racing capacity, the Alaska, of the Gulf Line, and the Aurania, of the Cunard Line, reached this port from Liverpool yesterday, at nearly the same hour. The Alaska was sighted off the bar at 5:20 P. M., reached Quarantine ten minutes before sundown and came to her pier at Kings, and North River, at 8 o'clock. She had on board 227 cabin and 454 steerage passengers. The Aurania passed the bar at 6:34 and remained at Quarantine over night. She had on board 127 cabin and 190 steerage passengers.

"The Alaska and Aurania had a lively race, didn't they?" was asked by a Tribune reporter of the old-time keeper of the Gulf Line pier.

"Yes but the Alaska beat," was the quick reply, with a show of pardonable pride.

The officers made the impression that the voyage was made under equal conditions. At the pier of the Cunard Company, however, an embargo, in reply to a question, put a different aspect to the case by explaining that the Alaska had left Liverpool one hour ahead of her rival. Neither of the steamships which left Liverpool May 14 made a quick trip, on account of the strong westerly winds.

The greatest daily run of the Alaska was 420 miles, and of the Aurania 422 miles.

The voyage was remarkable from the fact that the two ships, being about an hour apart at the start, retained their relative position all the way over, leaving at all times in sight of each other. Steamships have kept as close to each other for portions of the voyage, but for two to keep approximately the same space apart for the whole distance is something unusual.

Official of the Cunard Line was asked if the Alaska was not the swifter of the two. "No," was the answer, "as the Alaska was a week and a half behind at the same time exactly, and the Aurania came in an hour ahead. The Alaska only saved herself from Quarantine by ten minutes to day."

A PRIEST STOPS A PRIZE FIGHT.

Willesbarre, Penn., May 22.—Pat' J. Bepko and B. Parks, two light-weight pugilists, appeared in a ring at Plains, six miles from here, early this morning with their seconds, to fight to a finish. Four bloody rounds were fought and both men were heavily knocked. Before the last round had been finished, the Rev. Father Phillips, who heard of the mill, appeared on the scene and stopped all proceedings, before the priest the fight was declared a draw. The United States District Attorney will give warrants in the morning for the arrest of all concerned.

POOR DIRECTORS FOUND GUILTY.

Cerile, Penn., May 22.—In the case against the Board of Poor Directors of this county, charged with malfeasance in office, the jury at 9:30 to-night brought in a verdict of guilty, after having been twenty-eight hours. A motion for a new trial was at once made. The charge of malfeasance against the directors arose from their having indentured a boy named "Joe" Diller to a man named John W. Lafferty, from whom it is alleged that he received such cruel treatment that he died from the result.

AN ATTEMPT TO ROB A ROCK ISLAND TRAIN.

Des Moines, Iowa, May 22.—An attempt was made last night to rob the Rock Island train going east, but it was discovered at 11:50 outside of the city limits. The would-be robbers piled ties on the track. The night track walker, when he came along, was shot at, but he succeeded in signaling the train to stop. The trainmen removed the ties, and the train was again started. The robbers were generally crowded with passengers. It is thought to be the work of a gang of hoodlums who have been reading about train robbery.

A GREAT WORK WELL DONE.

THE ADMISSION OF AMERICAN FURK TO EUROPEAN MARKETS.

SPAIN THE LAST TO REVOKE THE PROHIBITION—DIPLOMATIC TRIUMPH OF PRESIDENT HARRISON'S ADMINISTRATION.

Washington, May 22.—The revocation by Spain of the edict by which American pork was virtually excluded from the markets of that country is the last of a series of triumphs won by President Harrison and his Administration, which are as important to the farmers, packers and exporters of the United States.

Beginning with Italy in 1879, one European country after another prohibited the importation of American pork—and in several instances of lard as well. Until President Harrison entered upon the duties of his office, it was excluded or admitted only under vexatious regulations and severe restrictions which amounted to virtual prohibition from the markets of Austria-Hungary, France, Germany, Denmark, Italy, Spain and Turkey.

Prior to the adoption of this policy of prohibition against one of the most important food products of the United States, importations of American pork and other hog products had steadily increased and had already reached large proportions in several of the countries named—especially in France, Germany and Italy—and the trade had fair scope to become more extensive and profitable for the American producers and exporters, when it was suddenly checked and soon destroyed. In this condition it remained until after the inauguration of President Harrison, despite the protests of the United States; and it was one of the earliest subjects to engage his attention.

In the instructions given to the foreign Ministers appointed by him to the countries mentioned and in subsequent diplomatic efforts, the President endeavored to exert their efforts and influence against the continuance of an unjust policy which had been so injurious to the interests of the farmers and exporters of the United States—a policy which was enforced against no other country. But it soon became evident to the President and his advisers that diplomatic representations, in order to be effective, must be backed by legislation. The enactment of this legislation by the 51st Congress, and the subsequent efforts to secure its enforcement, have resulted in the repeal of the prohibitory laws and edicts of European Governments, but in the removal of false impressions and prejudice against pork and other hog products from the minds of the consumers of those countries.

In the course of this policy, the efforts of President Harrison have been vigorously seconded by his views, freely stated by members of his Administration, as well as by the diplomatic representatives of the United States in the several European countries, which for years had shut their markets against one of the most important and valuable products of the American farmer. In the short space of three years a task has been accomplished upon which the years of previous efforts had been vainly expended.

The law providing for the inspection of meat products, and clothing the Executive with authority to prohibit importations in certain cases, was approved August 20, 1890, and on September 3, 1891, Germany removed the prohibition against American pork. Since that date the example of Germany has been followed by France, Austria-Hungary, Denmark, Italy and Spain—all within a period covering less than eight and one-half months. All the markets of Europe are now open to the United States for the export of pork, bacon and hams from the United States to all countries, amounting to \$60,453,000, the exports of \$60,453,000 in two years. While it is \$14,340,000 that this decrease was partly due to the removal of the prohibitory laws, and partly to the fact that the policy of exclusion deprived them, while it was in force, of a market for at least \$20,000,000 worth of those products. In the year ended June 30, 1891, to which time that policy had not yet been removed, the exports of pork, bacon and hams from the United States to all countries, amounted to \$60,453,000, the exports of \$60,453,000 in two years. While it is \$14,340,000 that this decrease was partly due to the removal of the prohibitory laws, and partly to the fact that the policy of exclusion deprived them, while it was in force, of a market for at least \$20,000,000 worth of those products. In the year ended June 30, 1891, to which time that policy had not yet been removed, the exports of pork, bacon and hams from the United States to all countries, amounted to \$60,453,000, the exports of \$60,453,000 in two years. While it is \$14,340,000 that this decrease was partly due to the removal of the prohibitory laws, and partly to the fact that the policy of exclusion deprived them, while it was in force, of a market for at least \$20,000,000 worth of those products. 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